

## VOLUNTEER GUARD AT INCINERATOR IS GERMAN BORN

Ragged and Friendless Octogenarian Makes Home in Powder Storehouse

The "old, hard of hearing, nearly blind and crippled" octogenarian whom a morning paper describes as a voluntary guard at the old incinerator on the waterfront where large quantities of black powder are stored, is a German by birth.

Separated by only the brick walls of the incinerator from hundreds of pounds of the explosive, the old man lives there night and day, not because he wishes to guard the powder magazine, but because it is his home.

W. R. Hobby, superintendent of public works, is authority for the statement that the aged tramp, whose name is not known, is a German. Hobby adds, however, that he has citizenship papers and that he came here from the state of Indiana. Hobby does not believe he is a dangerous character.

"The old fellow lived in the states for 30 or 40 years," says the superintendent. "We have let him make his home for some time at the old incinerator, because he had no home of his own. I understand he gets his food from the scraps at Fort Armstrong. I regard him as absolutely harmless."

Some old boxes, some strips of canvas, a few pieces of tin and iron—these represent the old man's home. The hut is fastened against the Ewa wall of the incinerator.

"Some boys come here smoking," he related to a Star-Bulletin representative, "but I told them to get away. I don't let anybody hang around here." Day times the old man sits in front of the wooden door that opens to the powder stores. At night he seeks his pile of rags and blankets. Aged and infirm, he is still apparently keen of mind. He jokes about his "house" and asks for bids on it. His neck and ears give no signs of recent washing, and his gray hair is long and shaggy. To all appearance he is a harmless old man, living out a homeless and friendless old age alone because he does not believe in accepting the general form of charity.

"The time to have stirred up agitation over the powder situation was last June, before we had separated the detonators and black powder from the giant powder," says Mr. Hobby. "The condition I found here when I took charge was indeed a dangerous one. With the explosives deposited this way there is little danger now. It is not perfect, perhaps, but we are doing the best we can. The last legislature refused to give us a new storehouse when requested. There is not even a fund from which to draw money to tear down the old wooden framework about the building, thus lessening the fire hazard."

Yet the danger of fire from sparks and the chance of an explosion even if the framework should burn seems very slight. The real danger seems to be in the absence of a constant guard about the place. A German plotter bent on doing damage could take off the wooden door to the incinerator and start a fire within. The black powder is in tin cases and might not explode at once. Again, it might be the main explosive magazine where the dynamite is stored, the separate charges are arranged carefully with wires between.

Soldiers are said sometimes to sleep and play cards in the upper part of the incinerator, just above the powder. Several piles of straw that were found there during the week were ordered removed by Mr. Hobby. A fire in these might easily have spread to the wooden shed covering the incinerator and thence to the trestle work surrounding it.

## AUTO SERVICE GIVES BOXES TO RED CROSS

Through the courtesy of the Auto Service and Supply Company, the Red Cross Auto Service fund has been supplied with the little Red Cross boxes. The first shipment arrived this morning and the little boxes will be labeled by the Star-Bulletin: "Pay Your Way for the Red Cross."

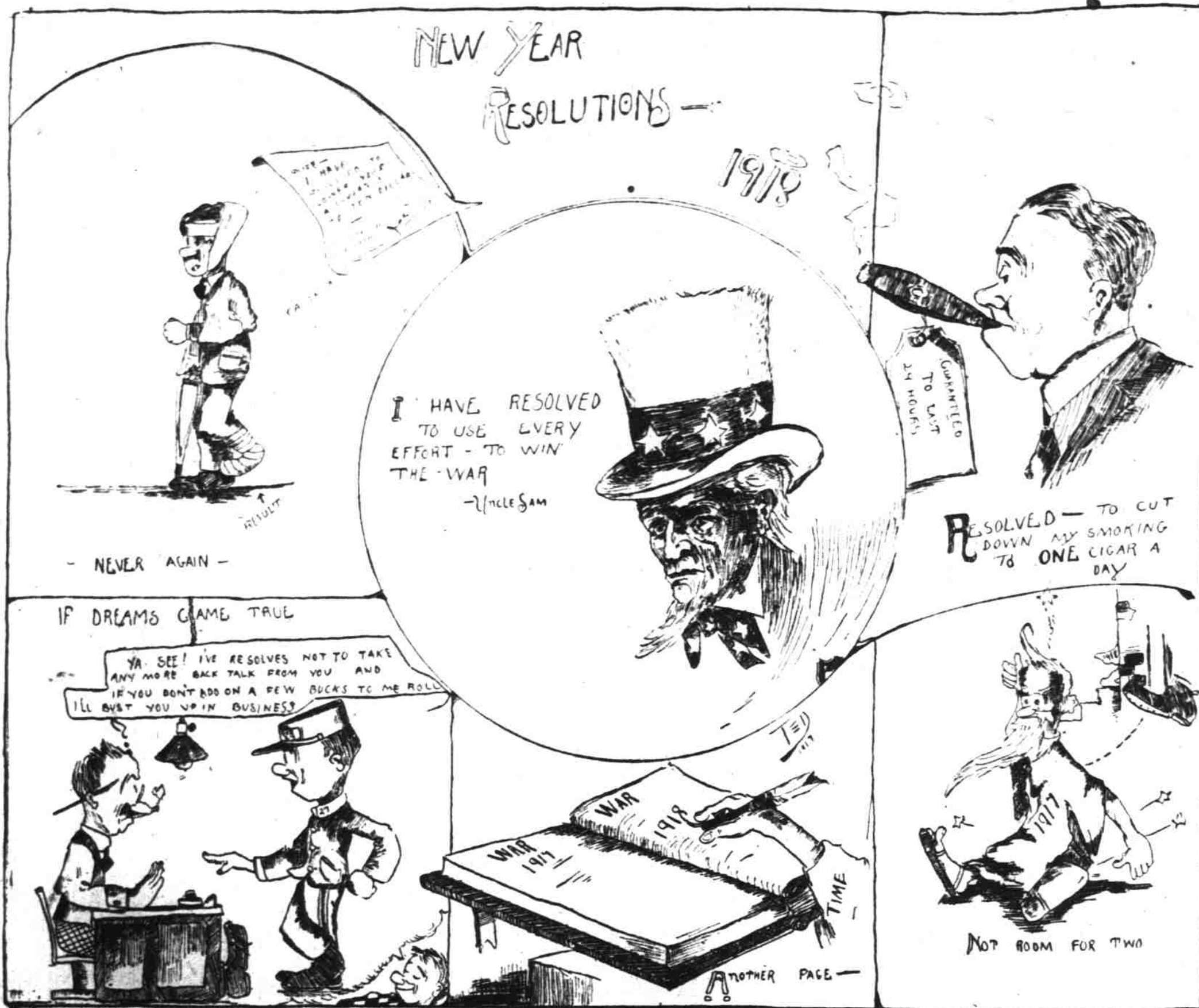
Bill Bibbe of the Auto Service and Supply Co. has taken a deep interest in the movement to raise funds for the Red Cross and has secured a number of unique boxes. The boxes will be supplied to all automobile owners who wish to help in the Red Cross drive. The automobile editor of the Star-Bulletin has been asked to take charge of the campaign and will give out the boxes at the Star-Bulletin office on Wednesday afternoon.

The boxes are patterned after a Japanese design and may be opened in a number of ways. But the secret will not be divulged until the boxes are turned in at the end of each month at the Star-Bulletin office. Mr. Bibbe said that he had planned on having the boxes made from material in Good-year tires, but finally decided on the Japanese system.

**WANT KALAKAUA AVENUE  
OPENED TO BERETANIA ST.**

Supervisor Lester Petrie gave notice at last night's meeting of the board that, at some future meeting, he will introduce a resolution providing for the opening up of Kalakaua avenue to Beretania street. Such a project, the supervisor added, would not only open up new lines for traffic and relieve the traffic on other streets but would rid the city of the tenement house at the intersection of King street and Kalakaua avenue. The supervisor did not say at what meeting this resolution would be introduced.

## Everybody's Making Resolutions--By "Ted", 15-Year Old Cartoonist



## ITALIAN NAME, GERMAN SPEECH, RUSS PASSPORT

An Italian name, a Russian passport and a German tongue is a combination that has resulted in the detention at the immigration station of Louis Cecchini, a sailor taken from the barkentine Olympic, shortly after her arrival here from a South American port. His German tongue is all that is believed to be real and this may lead to his internment until after the war.

Capt. A. Biederman, master of the vessel, says he knows nothing about the sailor, other than that he was shipped aboard the Olympic by the American consul at Antofagasta, Chile. However, he adds, as the man claims to be from Libau, which is near the German-Russian border, there may be a reason for his multiple nationality characteristics. "It's rather a 'mixed' country around Libau," the captain says, who is of German birth, but a naturalized American.

The Olympic is the vessel formerly commanded by Capt. T. H. Evans, known here for ten years, who is reported to have been killed by a reported shot in Antofagasta. Few details of the shooting have been received here. The Olympic, which is now owned by the Crowley Tug Co. of San Francisco, is just completing a 13 months' voyage. She went to Melbourne with a lumber cargo from a northwest port and then took call from Newcastle to Chile. Shortly after starting her voyage she lost the upper part of her mizzen mast which has never been repaired.

After the former captain was killed in Antofagasta, Capt. Biederman, the former mate, took command and brought her to Honolulu in 56 days. He made the voyage without any assistant officers, but picked out two sailors to stand the first and second officer's watches. Necessarily, under such conditions the voyage was one of considerable difficulty to him.

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### DAILY REMINDERS

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## LONG FIN TUNA DISCOVERED HERE

The discovery of a species of tuna which fish experts, such as David Starr Jordan, have declared did not inhabit the waters about the Hawaiian Islands, has been made by Karl C. Envidsen, a well-known coast fisherman who is visiting here.

The tuna in question is the long-fin tuna, or albacore, as it is more commonly known along the California coast. The tuna common to these waters is the yellow-fin tuna and until Mr. Envidsen noticed this new fish one morning at the fish market its presence here was unknown.

There is, however, a slight difference between this and the California variety in that the upper finlets are yellow edged with black while the latter are black. As a result it may be an entirely new species, although Mr. Envidsen believes that it is the same fish, as often there is a slight difference in the markings, such as this, when the same fish inhabits different waters.

### PASSENGERS ARRIVED

The following passengers arrived in Honolulu on the inter-island steamer Mauna Kea from Maui and Hawaii, ports this morning:

From Hawaii—Mrs. R. M. Chatter-buck, Miss Jarrett, Mrs. H. P. Beckley, Dr. and Mrs. Fry, Miss Fry, Mr. Tompkins, Charles Douglas, A. E. Hale, Mr. and Mrs. W. J. MacDonald and infant, Mr. and Mrs. C. A. Phelps, Miss Mitchell, Mrs. C. Walton, Mrs. F. E. Steere and two children, Lieut. H. C. Gray, J. T. Lithgow, Mrs. W. Aungst, Master Aungst, Yokogawa, Tong Kee, Kang Jay Moon, D. Shong, Hamal, G. Shimada, G. W. Chambers, R. M. Chambers, O. W. Ellison, James Lynch, Miss Spry, F. Hill, R. B. Church, Miss L. Spamer, Miss Maddux, D. H. Reamy, Mr. and Mrs. J. D. Maddux, Miss I. Faber, Miss A. Funkler, Mr. and Mrs. N. J. Brown, W. G. Matthias, N. S. Farr, Miss E. E. Lee, Mrs. W. W. Cruikshank, John D. Neal, E. H. Bond, J. R. Edwards, W. A. Lovatt, H. Kellihomalu, Miss M. Dranga, K. Nakamura, A. Silverman, Miss Fraser, Miss V. Austin, Miss V. Perry, Mrs. Russell Rowland, Mrs. Fred Hansen, Miss T. K. Wong, J. S. Hargie, L. Camara, M. J. Andrade, I. Fraser, D. K. Hoke. From Maui—E. A. Pickett, C. C. Pogue, K. Kato, Miss I. G. MacDonald, Dr. and Mrs. Schumacher, R. N. Villiers, Mrs. Villiers, Miss Maddison, H. Genser, W. Schoutz, Mr. and Mrs. S. Annil, Miss N. K. Hart, M. Fujihara, E. Miyahara, K. Wada, K. Kobayashi, W. Bendt, Masunaga, L. Weinheimer, Y. Takagi.

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### PASSENGERS EXPECTED

The following passengers have booked in San Francisco to arrive here on the next Matson steamer from the coast:

Mrs. Bertha George, Mrs. A. C. Pterdner, Everett Green, Mr. and Mrs. W. Burgen, Mrs. Nellie Johnson, Mrs. J. Lyle, Miss Ruby Moore, Mrs. J. Schwartz and family, W. Williams, Mrs. A. E. Schoen, Fred Philp, Mrs. Robert Lukens, F. J. Lee, Miss Frances B. Flynn, M. Patton, Miss G. M. McIlvaine, Mrs. F. W. Lagerquist, C. H. Dickey, C. F. Fleibig, W. M. Giffard, Mrs. A. M. Mather, Mrs. W. Whan, Mrs. Lela M. Roulette, John Galurath, Mrs. Clement G. Smith and son, Miss Burnhand, J. Gartland, Mrs. Gartland, Mrs. J. Lyle, Miss Elizabeth Perdu, J. Humburg, Miss Lottie Philp, Mr. Carlson, A. Vekander, Mrs. L. M. Gray, Mrs. F. J. Lee, Mrs. F. W. Jennings, Mrs. N. Mark, Mrs. W. H. Bebee, Mrs. L. W. Wight, Mrs. C. H. Dickey, L. Aaron, A. M. Mather, W. Whan, Miss Dorecia Haller, Mrs. Robert E. Scott.

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## CHANNEL NEWS FOR NAVIGATORS

"Notice to Mariners," published weekly by the Bureau of Lighthouse and the Coast and Geodetic Survey, has the following information for navigators in Hawaiian waters:

Oahu Island—South coast—Honolulu harbor—Changes in aids to be made, about Feb. 1, 1918.

Honolulu channel range lights to be established. Front light, to be fixed red, of 600 candlepower, 56 feet above water on roof of Pier 7.

Rear light, to be fixed red, of 1003 candlepower, 112 feet above water on skeleton tower on east corner of roof of McCandless building, 620 yards 29½ from front light.

Honolulu entrance gas buoy, 1, to be moved about 240 yards 205°, and moored to eastward of 25 foot spot, in 6½ fathoms of water, without other change.

Honolulu entrance buoy, 2, to be moved about 125 yards 199° and moored in 10 fathoms of water. No other change.

Honolulu channel buoy light, 3, to be discontinued. Honolulu channel light, No. 4, to be moved about 160 yards 25°, into 1½ fathoms of water. No other change.

### REGULATIONS ISSUED FOR UNLICENSED SEAMEN

There has been considerable misunderstanding as to what seamen must do in order to secure employment on American ships. Here is what every unlicensed employe on any vessel must do:

If an American citizen, must have certificate of citizenship, with photograph attached.

If an alien, not of enemy country, must have certificate of nationality and identity, with full description, with photograph attached.

If an alien of any enemy country, must have special certificate, issued only through the department of justice, and obtained from the United States attorney.

Officers with licenses, both deck and engine, are advised that it would be better to have their photographs attached to the reverse side of their licenses.

All seamen must be supplied with a regular discharge book.

Officials of the Seamen's Union are attending to the details of certification. The main thing is for all seamen to apply at union headquarters and see that they have the necessary papers. This will obviate delays which have held up coastwise vessels during the last few days.

### HARBOR NOTES

The following sugar is waiting shipment on Hawaii: Olua, 2063; Kailiki, 2315; Punaluu, 1768; Honuapo, 3200.

The Patterson-McDonald Shipbuilding Co. has secured a contract from the United States shipping board for the construction of 24,000,000 worth of 8,800 ton cargo carriers of the Robert Dollar type.

The wooden ships being built at Pacific Coast points are to remain in Pacific waters, replacing steel ships which will be taken to the Atlantic. As time goes on practically all steel ships now in the Pacific will be used on the other side. This will be done gradually. Early next spring the first new wooden ship of 3500 tons will have been completed and will be placed in service. Wooden ships now being built on the Atlantic will take the place of steel ships there. Steel ships will be placed in transatlantic traffic exclusively.

## TRANSPORTATION CAUSE OF WORRY TO ARCHITECTS

The end of the year sees the architects busily engaged finishing up their old work and preparing for 1918. While the war has curtailed considerably the erection of new homes and office buildings, architects say that they expect a reasonably brisk business next year.

The principal problem confronting the architects and contractors is the transportation to the islands of sufficient material, particularly cement. At present a number of contractors and engineering firms have on hand a fair supply of cement, but with the road work planned by the city and county government and the general daily demand it will only be a matter of time before the supply is exhausted unless suitable transportation facilities are made available.

Emory & Webb report that the Campbell block at the corner of Fort and Hotel streets is progressing satisfactorily and work of putting in the floor of the fourth story is now under way. It is not the intention of the Campbell Estate to erect the fourth story at this time, but the floor is being laid for the future.

Ripley & Davis say that the von Hamm-Young garage on Alakea street is near completion, as is the Nuuanu Y. M. C. A. and several more buildings of the Japanese hospital are closed in.

## MOANA HOTEL DINNER DANSANT

Saturday evening. Tables may be reserved in advance.—Adv.

## Terkins PHOTOS

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